

Private Flying

PORTSMOUTH

For the week ending April 3 the Portsmouth Aero Club flew 11 hr. 5 min., the low total being due to bad weather. Sir Charles Rose, Bt., the managing director, took delivery of his new machine—a Percival Vega Gull—last Saturday.

REDHILL

A door-to-door taxi trip was made last week on the Autogiro, the destination being a remote farm in Gloucestershire. Messrs. Wrightson and Reed secured blind-flying certificates last week, during which flying times totalled 49 hr. 25 min. C. W. A. Scott's Flying Display will be at the aerodrome on Easter Saturday, but the Club will be closed on Good Friday.

BROOKLANDS

With the return of Capt. Duncan Davis and Mr. Ken Waller, the instructional staff is up to full strength again. With nine machines in the school fleet, all is set for the busy season. The repair department has now moved into its new quarters adjacent to the school hangar so that the whole firm is now housed together. In addition to the hangar there is a new block consisting of dope shop, sewing room, stores, offices and a staff mess room. Mr. Herriz-Smith made the only solo last week, and Mr. Muller-Rowland completed his "A" licence tests. Mr. R. Bulkley, of the College, passed his "A" and "C" ground engineers' examinations, including compass adjustments. On Sunday afternoon a number of members flew to Shoreham to tea, and others to Southampton to look at the *Queen Mary* from the air.

The Wilbur Wright Lecture

UNDER the somewhat intriguing title of "Slippery Surfaces," this year's Wilbur Wright memorial lecture of the Royal Aeronautical Society will be delivered by Mr. D. R. Pye, M.A., M.I.Mech.E., F.R.Ae.S., Deputy Director of Scientific Research, Air Ministry.

The lecture will be given during a reception which will be held in the Science Museum, South Kensington, on Thursday, May 21. Visitors will be received by the president (Lt.-Col. J. T. C. Moore-Brabazon) and council at 8.30-9 p.m.; the lecture will be delivered at 9.15 p.m.; and the reception will last from 10 p.m. till midnight.

This most important function in the Society's year is held in the unique surroundings of the aeronautical section of the Science Museum and, since this year is the seventieth anniversary of the founding of the Society, a special exhibition of unusual and rare aeronautical items will be shown in the Museum. Ladies are invited and evening dress with orders and decorations will be worn. The band of H.M. Royal Air Force will play.

Applications for tickets (5s. each, including buffet) should be made to the Secretary of the Society at 7, Albemarle Street, Piccadilly, London, W.1.

Living Dangerously

"Flying and Soldiering," by R. R. Money (Ivor Nicholson and Watson, 8s. 6d.).

WHEN Mr. Money is not telling us about how he and his friends got "tight" and how amusing it was, he is a very interesting author. He has had (so far) a very full life, and, with the one exception noted above, he makes a very good story out of it. In the War he was first an observer and then a pilot in No. 12 Squadron, but he was taken prisoner, and did not at all enjoy his time as a guest of the Germans. After the War he rejoined his regiment, the East Yorkshires, and had an interesting time with them in Ireland during the "war of Irish independence." At the time of the Geddes axe he accepted the terms and resigned his commission, but shortly after obtained a Short Service commission in the R.A.F. He spent most of the next five years as an instructor of naval pilots at Leuchars.

Wherever he went he found sport, hunting, shooting, and fishing, and describes it with zest. The main charm of the book lies in the many good stories told, interspersed with some shrewd observations on men, matters, and aeroplanes. Mr. Money ends with a string of reflections, from which we will only extract the following: "Flying is not the safest form of transportation, being indeed the most dangerous, save two: these are walking and cycling; in that order." "Flying is fascinating, but often uncomfortable."

Whitsun at Marseilles

THROUGH the Royal Aero Club, the Aero-Club de Provence has issued an invitation to British private owners to visit Marseilles during the Whitsun week-end.

They will be the guests of the Provence Club from noon on

HESTON

The Airwork School has been growing increasingly active as Easter draws near and last week Sir Westrow Hulse completed a first solo on the Old Etonian Club's machine and Mr. Delves, of the Sperry Company, obtained his "A" licence. A D.H. Hornet Moth is proving very popular for cross-country flights under the guidance of Captain Ferguson.

READING

Mr. R. Meuvall, from Holland, joined the flying school last week, and Mr. Francis, chief pilot of African Airways, started a blind-flying course. Mr. W. J. Halley completed the tests for his "A" licence. The Club was sorry to say good-bye to Mr. Henry Muller and Mr. Kesserint, who returned to Basle in their Hawk, but welcomed its old friends Mr. and Mrs. Atkey. An order for a Hawk Major has been received from Africa.

RAMSGATE

At the moment, the Thanet Aero Club of Ramsgate Municipal Airport, Kent, is using a 1936 Hornet Moth which will eventually be replaced by a special Miles machine. The flying charges are: Dual 40s., solo 30s. and contract rates. The Club subscription is two guineas. The flying time for March was fifty-four hours. Mr. Chambers took the first "A" licence to be granted at Ramsgate. Fourteen more pupils are undergoing instruction. Work has begun on the clubhouse and main buildings and the hangar is ready. Customs are available daily and there is motor transport for visitors at a reduced rate. The Club is probably the only one in existence to have a qualified parachute jumper on its permanent staff.

Saturday until the evening of Monday, June 1, and hospitality will include hotel accommodation, petrol and oil.

British private owners wishing to participate are requested to inform the R.Ae.C., 119, Piccadilly, London, W.1.

Non-stop, Too

FOR some time Mr. Tollemache and some friends have been planning an air holiday to Russia and the Baltic. Very recently they set out in poor weather in a hired machine and, after battling with the elements for some two hours, came to earth—at Hanworth. After attempting to explain who they were in pidgin Russian, they lapsed into their mother tongue and later left for Lympe and the Baltic.

The Lowe-Wylde Fund

UP to March 30 the contributions to Lowe-Wylde Memorial Fund had reached a total of approximately £695, the latest donations being as follows:—

	£	s.	d.
R. Exton Gardner, Esq.	10	0	0
P. D. Acland	5	5	0
Morris Jackaman	3	3	0
G. L. Baker	3	3	0
Air Vice Marshal A. E. Borton	2	2	0
C. R. Anson	1	10	0
Lissant Beardmore	1	10	0
Nigel Tangye	1	10	0
E. Bradshaw	1	10	0
W. B. Wells	1	10	0
C. R. Millbourn	1	1	0
F. G. L. Bertram, C.B.E.	1	1	0
R. L. Bowes	10	6	
Harold Heath	10	6	

The objects of this very deserving fund were reiterated on p. 303 of *Flight* of March 19.

Modern Complications

THAT the test pilot of to-day has no sinecure is fairly obvious to everyone who considers the number of devices which must be tried out in the modern high-speed machine. Mr. K. G. Seth-Smith, of General Aircraft, in the paper which he read before the Students' Section of the R.Ae.S. on Tuesday of last week, brought the fact firmly to light when he gave a very rough-and-ready indication of the normal procedure before taking off.

"Ensure that the undercarriage is locked in the down position; ensure that the flaps are up; check the airscrew pitch changing mechanism to ensure that all airscrews are in fine pitch; check the cylinder head temperatures; and check the position of the intake temperature control." Then the pilot must fly on a combination of boost pressure and engine revolutions so that, as the machine gathers speed, the throttles can be closed a trifle in order that the boost pressure shall not become dangerously high.

In the course of his paper Mr. Seth-Smith gave an interesting, if not strictly accurate, explanation of the usual reason for tail vibration. This occurs, he said, when the rear portion of the fuselage has the same frequency as that of the "rollers" which are caused by the airflow over the main plane. The designer endeavours to keep these frequencies as far apart as possible.